

THORESEN & CO., (BANGKOK) LTD.

26/26-27 ORAKARN BLDG., 8TH FL., CHIDLOM ROAD, KWAENG LUMPINEE, KHET PATHUMWAN, BANGKOK 10330 THAILAND
TEL.: (66) 2250-0569, 2254-8437 FAX: (66) 2254-9417 TLX: 22339 THOR TH

Form : 01.03.02

Rev. : 7, 05/02/13

PASSAGE PLAN

Vessel : Thor Dynamic

Voy. : 1309	Date : 20 Nov 2013	From : Barbers Point	To : Redwood City
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OBJECTIVE : Passage planning is necessary to support the bridge team and ensure that the ship can be navigated safely between ports from berth to berth. The passage plan should cover ocean, coastal and pilotage waters.

1. BA CHARTS FOR THE PASSAGE

1490	1378	1308	4807	2530	229	591	588	592		

2. LOCAL CHARTS

X	18651	18653								

3. REFERENCE PUBLICATIONS

S/no.	Publication	No./Volume/etc.	Remarks
1	Sailing Direction (Pilots)	NP 8, 62	Nil
2	Routing charts	5127(11)	Nil
3	Ocean passage for the world	NP 136	Nil
4	Tide table	NP 204	Nil
5	List of light	NP 80	Nil
6	List of radio signal	281(2), 282, 283(2), 284, 285, 286	Nil
7	Latest notice to mariners	Weekly 48/2013	Corr' up date

4. OTHER INFORMATION

- ☒ Weather forecast available/check and consideration taken for the passage.
- ☒ Position plotting interval in coastal waters : Not more than 20 minutes.
- ☒ Manoeuvring data available – Refer to display in the bridge.
- ☒ Draft F: 4.39 m. A: 6.74 m. Air draft : 38.49 m. GM : 6.57 m.

5. PERTINENT NAVIGATION WARNINGS (from Inmasat, Navtex, Radio Nav Warnings, etc)

Inmarsat-C, Please see EGC message in floppy disk.
Navtex, Please see print out message at chart room.
Spos, Please see information in Computer on the Bridge.

6. DEPARTURE PORT INFORMATION PORT : BARBERS POINT

Pilot station : Barbers Point Pilot Station	VHF Ch.: 07A, 08, 12
Port control : Barbers Point Port Control	VHF Ch.: 12
Vessel traffic System : Nil	VHF Ch.: Nil
Information required for reporting : See below	
(See Guide to Port entry Volume 2 Page 3166 ,List of Radio Volume 286(5) Page 258)	
Port Clearance number :	
Other information required : Nil.	

7. ARRIVAL PORT INFORMATION **PORT : REDWOOD CITY**

Pilot station : San Francisco Pilot Station	VHF Ch.: 10,13,16
Port control : San Francisco Port Control	VHF Ch.: 10,13,16,18A
Vessel traffic System : San Francisco Traffic	VHF Ch.: 12,13,14
Information required for reporting : See below	
(See Guide to Port entry Volume 2 Page 3348 ,List of Radio Volume 286(5) Page 284)	
Required ETA :	
Other information required : As per Agent.	

8. ARRIVAL PORT TIDAL INFORMATION **ARRIVAL DRAFT F : 4.39 m. A : 6.74 m.**

Date	HW(Time)	LW (Time)	HT (mtr)
26 Nov 2013	0613,1755	1227,2348	1.6,1.2/0.6,0.4
27 Nov 2013	0651,1913	1317	1.6,1.2/0.5
28 Nov 2013	0728,2024	0039,1402	1.7,1.2/0.5,0.2
29 Nov 2013	0805,2126	0128,1441	1.8,1.3/0.6,0.1

Note : Update information if ETA is changed.

9. BAR CLEARING TIDAL INFORMATION **NAME OF BAR : SAN FRANCISCO**

Date	HW Time	LW Time	Ht(m) a	Depth Bar(m) b	Available Depth (m) a + b = c	Ship's Draft (m) d	Under keel Clearance (m) c - d
26 Nov 2013	0613	1227	1.60	17.00	18.60	6.74	11.86
	1755	2348	1.20	17.00	18.20	6.74	11.46
27 Nov 2013	0651	1317	1.60	17.00	18.60	6.74	11.86
	1913	Nil	1.20	17.00	18.20	6.74	11.46
28 Nov 2013	0728	0039	1.70	17.00	18.70	6.74	11.96
	2024	1402	1.20	17.00	18.20	6.74	11.46
29 Nov 2013	0805	0128	1.80	17.00	18.80	6.74	12.06

Note : Update information if ETA is changed.

10. TIDAL CURRENT AT THE BAR

Date	Time	Direction (000)	Speed (Kts)

11. NOTES FROM MASTER OR NAVIGATIONAL OFFICERS OF THEIR PAST EXPERIENCE ON THIS ROUTING.

From Master - See Master Night Order.
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-
-
From C/O - Nil.
From 2/O - Nil.
From 3/O - Nil.

12. FOLLOWING INFORMATION TO BE CLEARLY MARKED ON THE CHARTS

- ☒ True course and distance on planned track.
- ☒ Alter course positions.
- ☒ Outlying dangers and prohibitive areas
- ☒ Wrecks and hazards within 5 miles.
- ☒ Radar conspicuous objects. (mark only the information that are useful)
- ☒ Parallel indexing information
- ☒ Reporting positions for vessel traffic information system.
- ☒ Abort/cancellation points for critical manoeuvres
- ☒ Wheel over positions for each course alteration
- ☒ Maximum allowable off-track margins for each leg
- ☒ Turn radius for each course alteration

13. MARINE ENVIRONMENTAL PROTECTION TO BE TAKEN INTO ACCOUNT.

Please see attachment file with this Passage Plan (Refer Marpol Annex V)

Please see attachment file with this Passage Plan (Refer Marpol Annex V)

14. SPECIFIC NOTES FOR THE PASSAGE

[illegible]

Note : Attach additional sheets if required.

15. WAY POINT CHECKLIST

- ☒ Way Point Checklist duly completed and ready for use.

16. CONTINGENCY PLAN

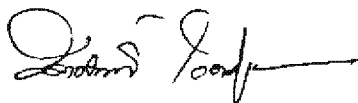
- ☒ Refer to Shipboard ECP for various Emergencies.

17. BUNKER DURING VOYAGE

Bunker ROB. On Departure :
Bunker ROB. On Arrival :
Which Oil Tank to be consumed during the voyage : No.2 F.O.T."C".
No.1 DO Tank(P).

18. STABILITY OF THIS VOYAGE

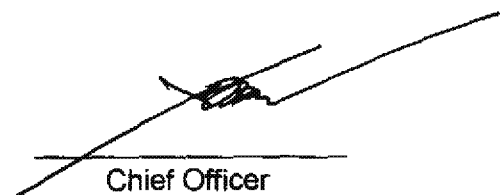
Stability (GM) DEP : 6.57 m.
Stability (GM) ARR : 6.57 m.
Bending Moment DEP : 59 %
Bending Moment ARR : 59 %
Shear Force DEP : 49%
Shear Force ARR : 49%



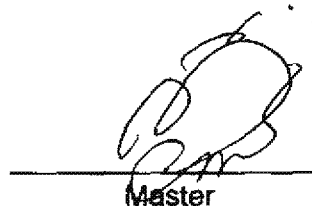
Third Officer



Second Officer



Chief Officer



Master

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Rev : 3, 15/07/10

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ED 002238 00003430-00005

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Table 1 Summary of restrictions to the discharge of garbage into sea
(Under Regulation 4, 5 and 6 Of MARPOL ANNEX V)

Garbage Type ¹	All ships except platforms ⁴	
	Outside special areas Regulation 4 (Distances are from the nearest land)	Within special areas Regulation 6 (Distances are from nearest land or nearest ice-shelf)
1. Food waste comminuted or ground ²	≥ 3 nm, en route and as far as practicable	≥ 12 nm, en route and as far as practicable ³
2. Food waste not comminuted or ground	≥ 12 nm, en route and as far as practicable	Discharge prohibited
3. Cargo residues ^{5,6} not contained in washwater	≥ 12 nm, en route and as far as practicable	Discharge prohibited
4. Cargo residues ^{5,6} contained in washwater		≥ 12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2) ⁷
5. Cleaning agents and additives ⁶ contained in cargo hold washwater	Discharge permitted	≥ 12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2) ⁷
6. Cleaning agents and additives ⁶ in deck and external surfaces washwater	Discharge permitted	Discharge permitted
7. Animal Carcasses (should be split or otherwise treated to ensure the carcasses will sink immediately)	Must be en route and as far from the nearest land as possible. Should be >100 nm and maximum water depth	Discharge prohibited
8. All other garbage including plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse	Discharge prohibited	Discharge prohibited

Remark

- ¹ When garbage is mixed with or contaminated by other harmful substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply.
- ² Comminuted or ground food wastes must be able to pass through a screen with mesh no larger than 25 mm.
- ³ The discharge of introduced avian products in the Antarctic area is not permitted unless incinerated, autoclaved or otherwise treated to be made sterile.
- ⁴ Offshore platforms located 12 nm from nearest land and associated ships include all fixed or floating platforms engaged in exploration or exploitation or associated processing of seabed mineral resources, and all ships alongside or within 500 m of such platforms.
- ⁵ Cargo residues means only those cargo residues that cannot be recovered using commonly available methods for unloading.
- ⁶ These substances must not be harmful to the marine environment.
- ⁷ According to regulation 6.1.2 MARPOL Annex V the discharge shall only be allowed if:
 - a.) Both the port of departure and the next port of destination are within the special area and the ship will not transit outside the special area between these ports (regulation 6.1.2.2.); and
 - b.) If no adequate reception facilities are available at those ports (regulation 6.1.2.3)